



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05285 - Prospect Park Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/15/2016 12:53 PM

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## Primary Contact

**Name:\*** Mr. Jack S Yuzna  
Salutation First Name Middle Name Last Name

**Title:** Bridge Engineer

**Department:** Public Works

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**Address:** 350 South 5th Street  
RM 203 City Hall

**\*** Minneapolis Minnesota 55415-1390  
City State/Province Postal Code/Zip

**Phone:\*** 612-673-2415  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

**Name:** MINNEAPOLIS,CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:** <http://www.ci.minneapolis.mn.us/>  
**Address:** DEPT OF PUBLIC WORKS  
309 2ND AVE S #300  
  
\* MINNEAPOLIS Minnesota 55401  
City State/Province Postal Code/Zip  
**County:** Hennepin  
**Phone:\*** 612-673-3884  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000020971A2

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## Project Information

**Project Name** Prospect Park Trail  
**Primary County where the Project is Located** Hennepin  
**Jurisdictional Agency (If Different than the Applicant):**

The objective of the Prospect Park Trail project is to utilize an abandoned railroad bridge crossing I-94 providing internal circulation and connectivity within the Prospect Park Neighborhood, as well as improve access between nearby existing pedestrian and bicycle corridors. I-94 is a major pedestrian barrier that bisects the southern portion of the Prospect Park Neighborhood, a historic neighborhood within the University of Minnesota (U of M) community. To cross I-94 today, pedestrians and bicyclists must utilize nearby roadway bridges that carry high traffic volumes and are often congested. The Prospect Park Trail project will include a new 0.4 mile (12'wide) off-road multi-use trail connection from 27th Ave SE across I-94 to Franklin Ave SE and will provide a safer, dedicated route for non-motorized commuters, as an alternative to existing high traffic roadway bridges.

**Brief Project Description (Limit 2,800 characters; approximately 400 words)**

Recent abandonment of a section of railroad track, including the overpass over I-94, prompted the City of Minneapolis to initiate active conversations with the Soo Line/Canadian Pacific Railroad Company in interest of acquiring right-of-way needed to construct the trail connection (see attachment for status of discussions). With the timing of abandonment, nearby development occurring and existing pedestrian demand in the area, the city views the Prospect Park Trail project as an otherwise unseized opportunity to bridge the segmented Prospect Park Neighborhood and its connections to the U of M and downtown. Supporting the mindset of seizing such opportunity, this project will be highlighted by the Secretary of Transportation in discussions of Ladders of Opportunity in an upcoming seminar, and given national recognition.

Prospect Park residents enjoy its urban village feel

where it is easy to walk to work, recreation, shopping, and community events. The neighborhood is already home to an extensive pedestrian and trail system that connects where people live and work to Luxton Park and Recreation Centers, Tower Hill Park and Witch's Hat Water Tower, many green spaces, Pratt Elementary School and the U of M. The I-94 freeway separates residents living to the north from downtown Minneapolis and residents living to the south from the U of M campus.

**Project Benefits:**

- Off-road multi-use trail removes non-motorized travelers from high traffic roadways
- Connects between severed portions of a med/high density residential area
- Improved neighborhood connections to downtown Minneapolis, U of M campus and surrounding amenities
- Grade-separated, off-road connection within a Tier 1 Regional Bikeway Transportation Network
- Direct connection to Metro-Transit bus routes on Franklin Ave SE
- Connects to the East River Parkway Trails along the Mississippi River by existing pedestrian facilities.

*Include location, road name/functional class, type of improvement, etc.*

**TIP Description Guidance (will be used in TIP if the project is selected for funding)**

Off-road trail for peds and bikes between 27th Avenue SE, across I-94, and Franklin Avenue SE

**Project Length (Miles)**

0.34

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## Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$2,140,800.00

Match Amount \$535,200.00

*Minimum of 20% of project total*

Project Total \$2,676,000.00

Match Percentage 20.0%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

Source of Match Funds City of Minneapolis Funds

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

### Preferred Program Year

Select one: 2020

*For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.*

Additional Program Years: 2017, 2018, 2019

*Select all years that are feasible if funding in an earlier year becomes available.*

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## Project Information

County, City, or Lead Agency City of Minneapolis

Zip Code where Majority of Work is Being Performed 55414

(Approximate) Begin Construction Date 06/01/2020

(Approximate) End Construction Date 10/30/2020

Name of Trail/Ped Facility: Prospect Park Trail

*(i.e., CEDAR LAKE TRAIL)*

### TERMINI:(Termini listed must be within 0.3 miles of any work)

From:  
(Intersection or Address) 27th Avenue SE and I-94

To:  
(Intersection or Address) Franklin Avenue SE and I-94

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

Or At:

Primary Types of Work Removals, Ped/Bike Path, Pedestrian Curb Ramps, Crossing Aids, Lighting, Concrete Surfacing

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

## BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: 27956

New Bridge/Culvert No.:

Structure is Over/Under  
(Bridge or culvert name): Soo Line/Canadian Pacific Rail Bridge over I-94

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$30,000.00
Removals (approx. 5% of total cost)	\$60,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$90,000.00</b>

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### Specific Bicycle and Pedestrian Elements

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

Path/Trail Construction	\$743,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$1,570,000.00
Pedestrian Curb Ramps (ADA)	\$15,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$55,000.00
Pedestrian-scale Lighting	\$75,000.00
Streetscaping	\$0.00
Wayfinding	\$12,000.00
Bicycle and Pedestrian Contingencies	\$24,000.00
Other Bicycle and Pedestrian Elements	\$15,000.00
<b>Totals</b>	<b>\$2,509,000.00</b>

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**Specific Transit and TDM Elements****CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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**Transit Operating Costs**

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

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## Totals

Total Cost	\$2,599,000.00
Construction Cost Total	\$2,599,000.00
Transit Operating Cost Total	\$0.00

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

**Check the box to indicate that the project meets this requirement. Yes**

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.



Goal A: Transportation System Stewardship; Objective 1; Strategies A1 and A2 (Page 161) - Preserves and maintains the regional transportation system to incorporate improvements in bicycle and pedestrian facilities while emphasizing safety measures.

Goal B: Safety and Security; Objective 2; Strategy B6 (Page 162) - Implements safety measures that benefit bicyclists and pedestrians in an area where barriers limit mobility.

Goal C: Access to Destinations; Objective 5; (Page 163) Strategies C6 (Page 164), C15 and C16 (Page 165) - Creates a connection to existing educational institutions, residential neighborhoods and commerce centers while crossing over a busy interstate freeway.

**List the goals, objectives, strategies, and associated pages:**

Goal D. Competitive Economy; Objective 2; Strategy D3 (Page 166) - Improves the connection between the high density residential neighborhood, the University of Minnesota and downtown Minneapolis.

Goal E. Healthy Environment; Objective 3; Strategy E3 (Page 167) - Establishes a multi-use trail that promotes alternative transportation methods and is accessible to users of all ages and persons with disabilities.

Goal F. Leveraging Transportation Investments To Guide Land Use; Objective 3; (Page 169) Strategies F6 and F7 (Page 170) - Referenced in local government comprehensive plans, and through a collaborative effort to repurpose an abandoned railroad right-of-way, including an existing bridge crossing of I-94, into a multi-use trail for bicyclists and pedestrians.

*(Limit 2500 characters; approximately 750 words)*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

City of Minneapolis Public Works; 2016 Capital Long-Range Improvement Plan; Bike-Ped Projects: BP002 (Pages 348-352)

City of Minneapolis Comprehensive Plan/The Minneapolis Plan for Sustainable Growth (2009); Chapter 2: Transportation; Policy 2.2: 2.2.3 & 2.2.6 (Page 2-4)  
Chapter 5: Public Services and Facilities; Policy 5.4: 5.4.1, 5.4.2 & 5.4.3 (Page 5-6)

Chapter 10: Urban Design; Policy 10.15: 10.15.1, 10.15.2, 10.15.3, 10.15.4 & 10.15.5 (Page 10-20)

**List the applicable documents and pages:**

City of Minneapolis; Department of Community Planning & Economic Development; Stadium Village University Avenue Station Area Plan (2012) (Pages 7, 47-49, 69, 79, 81, 120, 124, 128-129 & 138.

City of Minneapolis; Stadium Village Station Area Development Issues and Opportunities; Area 6 (2012) (Pages 40-45)

City of Minneapolis; Stadium Village Public Realm and Connectivity Study (2012) (Pages 12, 85, 91)

Hennepin County; 2040 Bicycle Transportation Plan (2015); The 2040 Bikeway System; Multi-Use Trail (Page 50-51, 54)

*(Limit 2500 characters; approximately 750 words)*

*4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.*

**Check the box to indicate that the project meets this requirement.** Yes

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

**Check the box to indicate that the project meets this requirement. Yes**

6. Applicants must not submit an application for the same project in more than one funding sub-category.

**Check the box to indicate that the project meets this requirement. Yes**

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Multiuse Trails and Bicycle Facilities:** \$250,000 to \$5,500,000

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$1,000,000

**Safe Routes to School:** \$150,000 to \$1,000,000

**Check the box to indicate that the project meets this requirement. Yes**

8. The project must comply with the Americans with Disabilities Act.

**Check the box to indicate that the project meets this requirement. Yes**

9. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement. Yes**

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

**Check the box to indicate that the project meets this requirement. Yes**

11. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement. Yes**

12. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

**Check the box to indicate that the project meets this requirement. Yes**

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

**Check the box to indicate that the project meets this requirement. Yes**

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## Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

**Check the box to indicate that the project meets this requirement. Yes**

### Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

**Check the box to indicate that the project meets this requirement.**

**Safe Routes to School projects only:**

3.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

**Check the box to indicate that the project meets this requirement.**

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

**Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.**

**Requirements - Bicycle and Pedestrian Facilities Projects**

**Measure A: Project Location Relative to the RBTN**

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment Yes

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1468444059447\_Project to RBTN Orientation.pdf

**Measure A: Population Summary**

Existing Population Within One Mile (Integer Only) 33056

Existing Employment Within One Mile (Integer Only) 32363

Upload the "Population Summary" map 1467036933081\_Population Summary.pdf

**Measure A: Project Location and Impact to Disadvantaged Populations**

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color:

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

The Prospect Park Trail project will improve safety and livability for disadvantaged people by creating safe and convenient access between directly adjacent high density residential housing (including student housing), Metro Transit stops on Franklin Ave and the University of Minnesota Campus. The U of M is a culturally diverse population with a student body population of over 50,000 and has a workforce of over 23,000. This project will fill a gap in a system that connects the U of M campus to its surrounding neighborhoods and amenities and will improve connections for students and employees that rely on non-motorized transportation and transit. Providing safe and convenient multi-modal connections is a significant benefit to any community; especially in an environment where the population is highly dependent on non-motorized transportation both by choice and economic status.

**Response (Limit 2,800 characters; approximately 400 words)**

In addition to serving students and employees needing non-motorized access to the U of M campus, this project will provide positive impact to elderly and children by providing an off-road connection to Luxton Park and Recreation Center which houses indoor and outdoor amenities and activities for all ages. The University Good Samaritan Center and Good Samaritan Society (senior housing and services) is located less than 1/10th of a mile from the existing railroad crossing that will provide off-road grade separation of 1-94 and direct connection to Luxton Park, the only nearby open green space for its residents. The University Kindercare daycare facility will also gain a safe off-road connection to the park via the new multi-use trail connection, currently under construction as part of the student housing development, coupled with the Prospect Park Trail project that will include a mid-block crossing aid of 27th Ave SE.

The existing on-street facilities on 27th Ave SE (3,600 ADT), Franklin Ave SE (6,100 ADT) and through the intersections of these roadways with East River Pkwy (13,250 ADT) makes it difficult and unsafe for children, elderly, and people with disabilities to travel through the Prospect Park Neighborhood. The Prospect Park Neighborhood and the rest of the U of M community is known for its walkability and very livable environment. The southern portion of the Prospect Park neighborhood has been exempt from this since it was severed decades ago. This project will connect the southern portion of the neighborhood to the livable environment to the north of I-94, which enables residents and students to live without a car and be active with all the opportunities this area of Minneapolis provides.

*The response should address the benefits, impacts, and mitigation for the populations affected by the project.*

**Upload Map**

1467054779291\_Socio-Economic Conditions.pdf

### Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
City of Minneapolis	0.34
	<b>0</b>

### Total Project Length

Total Project Length (Total Population)	0.34
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### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Item Deleted	0	0.34	0	0	0
	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.34
Total Housing Score	0

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## Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

*Gap improvements can be on or off the RBTN and may include the following:*

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

*Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).*

**Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier**

Yes

*Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)*

**Improves Continuity and/or Connections Between Jurisdictions**



The Prospect Park Trail project circumvents a major physical barrier in the Prospect Park Neighborhood, which is I-94, through use of an existing abandoned railroad and bridge overpass. I-94 currently bisects the Prospect Park Neighborhood in which the environment and average resident's interests and lifestyle highly support and desire non-motorized transportation between where they live, work, shop and recreate. This trail project, connecting over I-94, will be a highly used off-road trail connection for residents, students and recreational users between the university campus, downtown Minneapolis, surrounding parks and regional trail connections.

Response (Limit 2,800 characters; approximately 400 words)

This segment of I-94 includes 8 lanes of traffic (4 in each direction), and carries 154,000 vehicles a day. As common of interstate corridors, vehicle and pedestrian crossings are only allowed and physically possible through grade-separation. All modes of traffic in this area are forced to cross I-94 via the 27th Ave bridge or the Franklin Ave bridge. The pedestrian environment is equally unfriendly on both, including shared on-road bicycle lanes and 6' sidewalks with only a curb dividing pedestrians from vehicle traffic. Both bridges are crossed by a two-way urban street, with 30 mph posted speed and average daily traffic ranging from 3,600 (27th Ave) to 6,100 (Franklin Ave) vehicles per day. The Prospect Park Trail project will connect 27th Ave and Franklin Ave diagonally in locations that will allow majority of non-motorized trips through this area to avoid the existing roadway bridge crossings of I-94. An existing nearby pedestrian bridge crossing of I-94 is just under a ½ mile southeast of the proposed multi-use trail crossing. However, this crossing is not ADA compliant or suitable for bicyclists and in-line skaters due to access on one end being several flights of stairs. Its location in the southeast corner of the neighborhood and terminals

connecting into local streets makes it inconvenient and out of the way for majority of the non-motorized trips in this area.

Crossing I-94 on either roadway bridge from any direction requires traveling through the six-legged intersection where 27th Ave, Franklin Ave and East River Pkwy meet. This intersection has seven conflict points between pedestrians/bicyclists and the 13,250 vehicles that travel through it each day, resulting in two crashes involving a bicyclist in the last ten years. The Prospect Park Trail and grade-separated connection of I-94 will allow majority of non-motorized trips in the area to avoid this unsafe intersection. The diagonal direction of the multi-use off-road trail connection is more convenient for a non-motorized traveler than sharing the corridor with high amounts of traffic and having to follow the grid system of the roadways.

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## **Measure B: Project Improvements**

The Prospect Park Trail project will address safety issues associated with pedestrians and bicyclists sharing the bridge crossings of I-94 with high levels of vehicle traffic. This project will also address the issue of non-motorized travelers through the area being required to travel through the high traffic, six-legged intersection of 27th Ave SE, Franklin Ave SE and East River Pkwy. There have been four crashes involving a bicyclist in the past ten years:

- One crash involving a bicycle was reported at the intersection of 27th Avenue SE and Yale Street
  
- Two crashes involving a bicycle were reported at the intersection of 27th Avenue SE, Franklin Avenue SE, and East River Parkway
  
- One crash involving a bicycle was reported at the intersection of Franklin Avenue SE and Thornton Street

Response (Limit 2,800 characters; approximately 400 words)

The Prospect Park Trail project will result in the elimination of several conflict points along 27th Ave SE, Franklin Ave SE and their intersection with East River Pkwy. Final design of the trail will include studying crossing treatments warranted on 27th Ave SE and Franklin Ave SE at the extents of the trail project to provide the safest at-grade roadway crossing for trail users. It is anticipated that the mid-block crossing to be implemented on 27th Ave SE will be a highly used crossing since it will connect directly into a continuing trail link on the west of 27th Ave SE, planned as part of a student housing development currently under construction. In addition to providing warranted crossing treatments, the location of the mid-block crossing will contribute to its safety as it is located on a straight segment of 30 mph roadway that provides adequate sightlines and stopping distance for approaching vehicles from each direction.

The existing bridge structure is in good condition with no corrosion or deficiencies that would result in future rehab to maintain its use as a multi-use trail crossing for at least the 20 year project life requirement. To eliminate future concerns for safety in terms of crime, security lighting, cameras and call boxes will be installed as part of the trail project. A minimum of 6 foot fence will be installed on each side of the trail, within the sidewalls of the bridge to eliminate the safety concern associated with individuals hiding behind support columns. The highly anticipated use of this proposed multi-use trail bridge will be the most influential factor in assuring the safety of future trail users. High density residential, including student housing, at each end of the trail project will significantly contribute to the number of trail users present throughout the daytime and evening hours.

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## **Measure A: Multimodal Elements**

The Prospect Park Trail project will improve safety for trail users by providing an off-road multi-use trail connection that will allow non-motorized travelers to avoid crossing and traveling along the adjacent busy and often congested roadways. The multi-use trail will be a 12' wide concrete surface connection from 27th Ave SE, across I-94, to Franklin Ave SE. The proposed trail width, surface type and safe roadway crossings will integrate all modes and skill levels of non-motorized transportation. This new off-road trail connection will remove several conflict points between vehicles and pedestrians/bicyclists crossing I-94 using one of the existing roadway bridges and on-street connections in the project area. The southeastern extent of the project connects to Franklin Ave SE, a metro transit bus route with several transit stops nearby.

Response (Limit 1,400 characters; approximately 200 words)

The proposed off-road trail connection will improve the travel experience by providing trail users the following:

- A safe route separated from high vehicle traffic corridors.
- Connection to Luxton Park Recreation and Community Center, which provides indoor and outdoor amenities to all ages.
- Connection of the severed northern portion of the neighborhood to the East River Pkwy Trails (along the Mississippi River) that is part of the Grand Rounds Scenic Byway, one of the country's longest continuous systems of public urban parkways.

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

### 2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 12/30/2016

### 3) Environmental Documentation (5 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75% date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 06/01/2017

### 4) Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

**Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated**

80%

**Historic/archeological review under way; determination of adverse effect anticipated**

40%

**Unsure if there are any historic/archeological resources in the project area**

0%

**Anticipated date or date of completion of historic/archeological review:**

**Project is located on an identified historic bridge**

### **5)Review of Section 4f/6f Resources (10 Percent of Points)**

*4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?*

*6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?*

**No Section 4f/6f resources located in the project area**

100%

**No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received**

100%

**Section 4f resources present within the project area, but no known adverse effects**

Yes

80%

**Project impacts to Section 4f/6f resources likely coordination/documentation has begun**

50%

**Project impacts to Section 4f/6f resources likely coordination/documentation has not begun**

30%

**Unsure if there are any impacts to Section 4f/6f resources in the project area**

0%

### **6)Right-of-Way (15 Percent of Points)**

**Right-of-way, permanent or temporary easements not required**

100%

**Right-of-way, permanent or temporary easements has/have been acquired**

100%

**Right-of-way, permanent or temporary easements required, offers made**

75%

**Right-of-way, permanent or temporary easements required, appraisals made**

50%

**Right-of-way, permanent or temporary easements required, parcels identified**

Yes

25%

**Right-of-way, permanent or temporary easements required, parcels not identified**

0%

**Right-of-way, permanent or temporary easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

06/01/2017

### **7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project**

100%

**Railroad Right-of-Way Agreement is executed (include signature page)**

100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

**Railroad Right-of-Way Agreement required; negotiations have begun**

Yes

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

06/01/2017

### **8)Interchange Approval (15 Percent of Points)\***

*\*Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

**Project does not involve construction of a new/expanded interchange or new interchange ramps**

Yes

100%

**Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**

100%

**Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee**



0%

**9)Construction Documents/Plan (10 Percent of Points)**

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

11/01/2017

**10)Letting**

Anticipated Letting Date

06/01/2020

---

**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form):	\$2,599,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,599,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

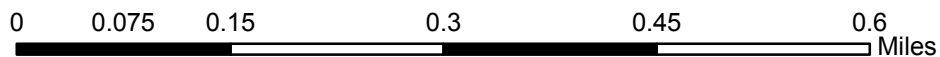
**Other Attachments**

File Name	Description	File Size
Bicycle Sytem Map Surrounding Prospect Park Trail Project.pdf	Map showing existing and planned bikeways surrounding the Prospect Park Trail project, connecting to the University of Minnesota and Downtown Minneapolis.	119 KB
Decision and Notice of Interim Trail Use or Abandonment recvd 10-19-15.pdf	Decision and Notice of Interim Trail Use or Abandonment from the Soo Line/Canadian Pacific Railroad company to the City of Minneapolis.	309 KB
Existing Conditions Photos.pdf	Project Area Existing Conditions Photos	1.9 MB
ProspectParkTrail MnDOT letter of support.pdf	2016 MnDOT Letter of Support for Prospect Park Trail Project	105 KB
Prospect_Park_Trail_11x17L 7_07-15-2016_3.pdf	Prospect Park Trail Project Location Map	3.3 MB
Railroad Discussions Summary Memo.pdf	Summary of Active Discussion with the Railroad	52 KB

# Project to RBTN Orientation



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1
- RBTN Tier 2
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- Railroads



Created: 6/10/2016  
LandscapeRSA1



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

# Population Summary

Multiuse Trails and Bicycle Facilities Project: Minneapolis Trail on CP Rail Development | Map ID: 1465588336381

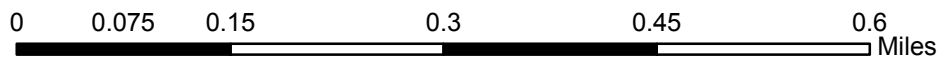
## Results

Within ONE Mile of project:  
 Total Population: 33056  
 Total Employment: 32363



Project School

2010 TAZ



Created: 6/10/2016  
 LandscapeRSA4

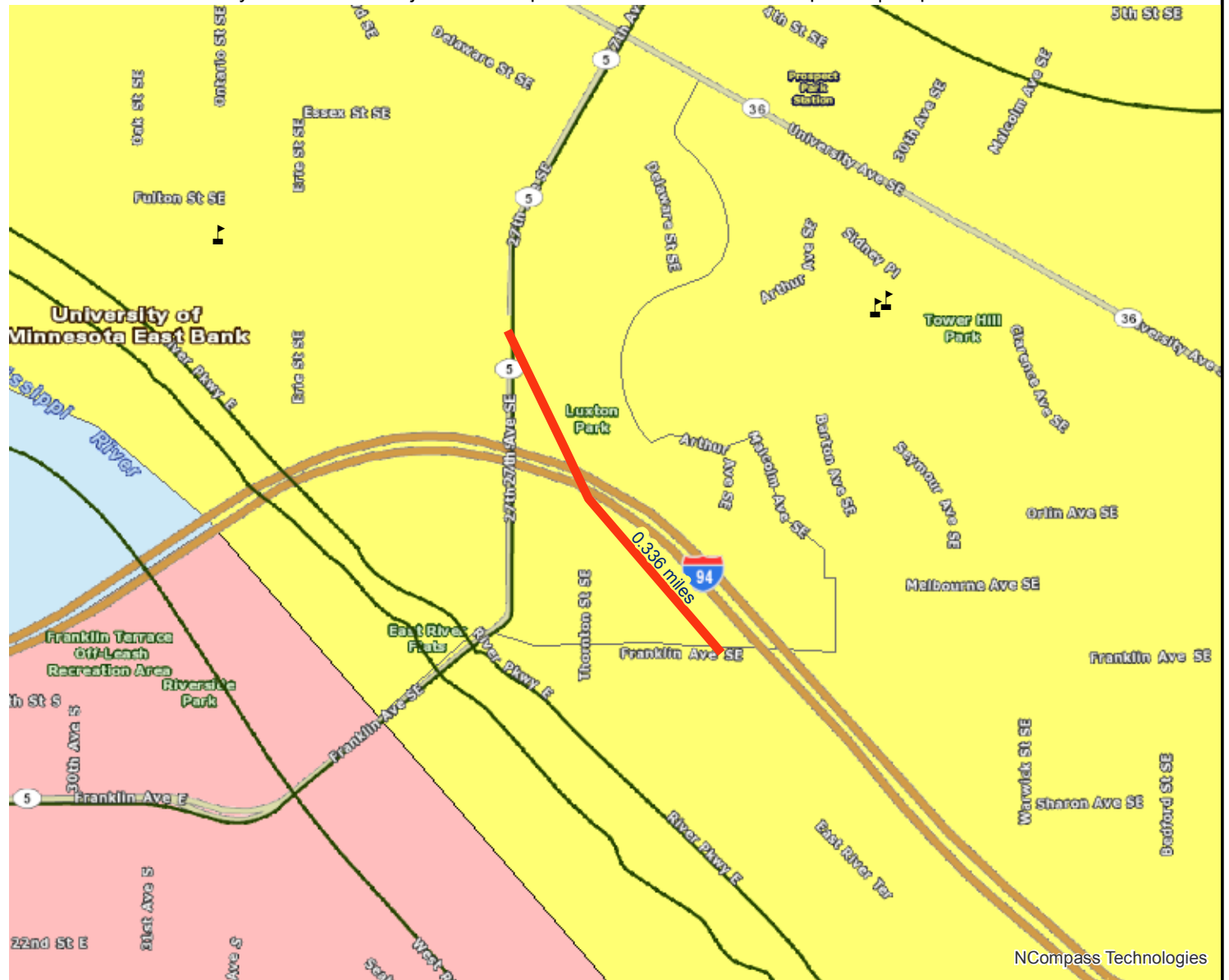


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



Results

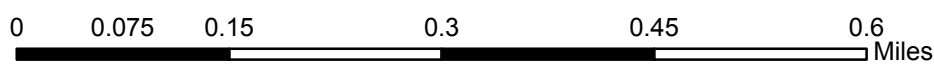
Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



Project Above reg'l avg conc of race/poverty

Area of Concentrated Poverty > 50% residents of color School

Area of Concentrated Poverty



Created: 6/10/2016  
LandscapeRSA2

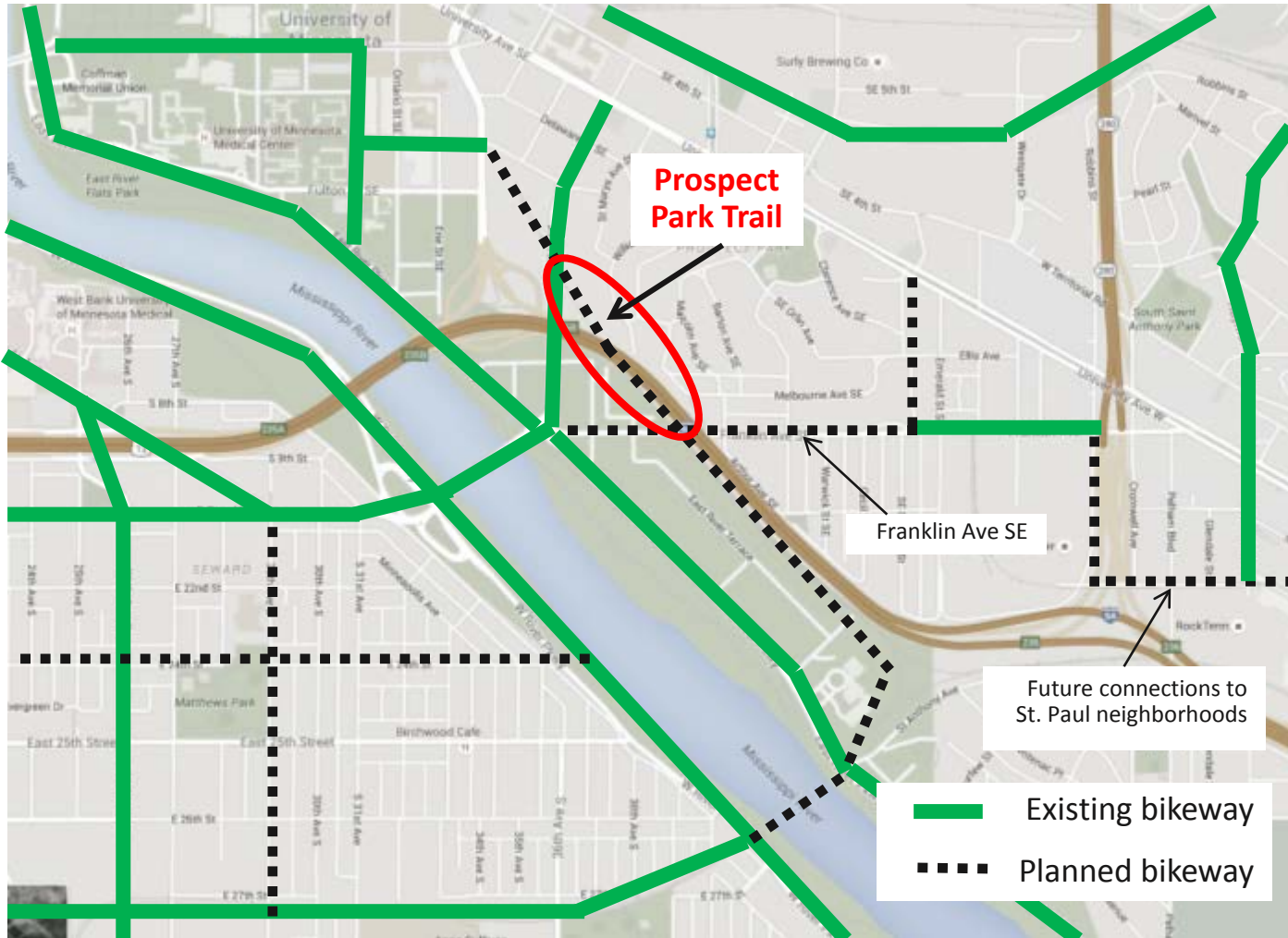


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

# Attachment 2 – Bicycle System Map



44751  
DO

SERVICE DATE - LATE RELEASE OCTOBER 13, 2015

SURFACE TRANSPORTATION BOARD

DECISION AND NOTICE OF INTERIM TRAIL USE OR ABANDONMENT

Docket No. AB 57 (Sub-No. 62X)

SOO LINE RAILROAD COMPANY—ABANDONMENT EXEMPTION—  
IN HENNEPIN COUNTY, MINN.

Decided: October 13, 2015

Soo Line Railroad Company d/b/a Canadian Pacific (Soo Line) filed a verified notice of exemption under 49 C.F.R. pt. 1152 subpart F—Exempt Abandonments to abandon a 0.4-mile line of railroad between milepost 0.59 +/- (approximately 100 feet southeast of the bridge that crosses Interstate 94) and milepost 0.99 +/- at or near Essex Street, S.E. (East side spur) in Hennepin County, Minn. (the Line). Notice of the exemption was served and published in the Federal Register on September 14, 2015 (80 Fed. Reg. 55,173). The exemption is scheduled to become effective on October 14, 2015.

The Board's Office of Environmental Analysis (OEA) served an environmental assessment (EA) in this proceeding on September 18, 2015, recommending that a historic preservation condition be imposed on any decision granting abandonment authority. In the EA, OEA stated that Soo Line served an historic report on the Minnesota State Historic Preservation Office (SHPO), pursuant to 49 C.F.R. § 1105.8(c). OEA also stated that the SHPO has requested additional information from Soo Line so that the SHPO could evaluate potential impacts to historic and archaeological resources. Thus, OEA was unable to consider the SHPO's opinion before determining if the rail line may be potentially eligible for listing or listed in the National Register of Historic Places (National Register). Therefore, OEA recommended that Soo Line be required to retain its interest in and take no steps to alter the historic integrity of all historic properties including sites, buildings, structures, and objects within the project right-of-way (the Area of Potential Effect) that are eligible for listing or listed in the National Register until the Section 106 process of the National Historic Preservation Act (NHPA), 54 U.S.C. § 30618 (formerly 16 U.S.C. § 470f), has been completed. OEA also recommended that Soo Line be required to report back to OEA regarding any consultations with the SHPO and the public and be prohibited from filing its consummation notice or initiate any salvage activities related to abandonment (including removal of tracks and ties) until the Section 106 process has been completed and the Board has removed this condition.

OEA issued its final EA on October 9, 2015, noting that no comments to the EA were received by the October 5, 2015 due date and reiterating that the previously recommended historic preservation condition be imposed. Accordingly, the historic preservation condition recommended by OEA in the EA will be imposed.



In the EA, OEA states that the right-of-way may be suitable for other public use following abandonment and salvage of the Line. On September 24, 2015, the City of Minneapolis (the City) filed a request for issuance of a notice of interim trail use (NITU) to negotiate with Soo Line for acquisition of the Line for use as a trail under the National Trails System Act, 16 U.S.C. § 1247(d), and 49 C.F.R. § 1152.29. The City has also submitted a statement of willingness to assume full responsibility for the management of, for any legal liability arising out of the transfer or use of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for the payment of any and all taxes that may be levied or assessed against, the right-of-way, as required under 49 C.F.R. § 1152.29, and has acknowledged that the use of the right-of-way for trail purposes is subject to the user's continuing to meet its responsibilities described above and subject to possible future reconstruction and reactivation of the right-of-way for rail service. In a letter filed on October 2, 2015, Soo Line notified the Board that it is willing to negotiate an agreement for interim trail use with the City.

Because the City's request complies the requirements of 49 C.F.R. § 1152.29, and Soo Line is willing to negotiate with the City for trail use, a NITU will be issued to the City. The parties may negotiate an agreement during the 180-day period prescribed below. If the parties reach a mutually acceptable final agreement, no further Board action is necessary. If no agreement is reached within 180 days, Soo Line may fully abandon the Line, subject to any outstanding conditions. See 49 C.F.R. § 1152.29(d)(1). Use of the right-of-way for trail purposes is subject to any future use of the property for restoration of railroad operations.

Based on OEA's recommendation, the proposed abandonment, if implemented as conditioned, will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. This proceeding is reopened.
2. Upon reconsideration, the notice served and published in the Federal Register on September 14, 2015, exempting the abandonment of the Line described above, is modified to the extent necessary to implement interim trail use/rail banking as set forth below to permit the City to negotiate with Soo Line for trail use of the subject Line for a period of 180 days commencing from the service date of this decision and notice (until April 10, 2016). The abandonment is also subject to the condition that the City shall: (1)(a) retain its interest in and take no steps to alter the historic integrity of all historic properties, including sites, buildings, structures, and objects within the project right-of-way (the Area of Potential Effect) that are eligible for listing or listed in the National Register until the Section 106 process of the NHPA, has been completed, (b) report back to OEA regarding any consultations with the SHPO and the public, and (c) not file its consummation notice or initiate any salvage activities related to abandonment (including



removal of tracks and ties) until the Section 106 process has been completed and the Board has removed this condition.

3. If an interim trail use/rail banking agreement is reached, it must require the trail user to assume, for the term of the agreement, full responsibility for: (i) managing the right-of-way; (ii) any legal liability arising out of the transfer or use of the right-of-way (unless the sponsor is immune from liability, in which case it need only indemnify the railroad against any potential liability), and (iii) the payment of any and all taxes that may be levied or assessed against, the right-of-way.

4. Interim trail use/rail banking is subject to possible future reconstruction and reactivation of the right-of-way for rail service and to the trail sponsor's continuing to meet its responsibilities for the right-of-way described in paragraph 3 above.

5. If an interim trail use agreement is reached (and thus, interim trail use is established), the parties shall jointly notify the Board within 10 days that an agreement has been reached. See 49 C.F.R. § 1152.29(d)(2) and (h).

6. If interim trail use is implemented, and subsequently the trail sponsor intends to terminate trail use on all or any portion of the right-of-way covered by the interim trail use agreement, it must send the Board a copy of this decision and notice and request that it be vacated on a specified date.

7. If an agreement for interim trail use/rail banking is reached by April 10, 2016, interim trail use may be implemented. If no agreement is reached by that time, Soo Line may fully abandon the line. See 49 C.F.R. § 1152.29(d)(1).

8. This decision is effective on its date of service.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

SURFACE TRANSPORTATION BOARD  
WASHINGTON, D.C. 20423-0001

OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE, \$300  
RETURN AFTER FIVE DAYS

10/13/2015

US POSTAGE

\$00.48<sup>5</sup>



ZIP 20423  
011D11631274

AB 57 62 X | 199738

Corey M. Conover  
Minneapolis City Of Lakes  
350 S. Fifth Street, Room 210  
Minneapolis, MN 55415 United States

Mpls. City Atty's. Office

OCT 19 2015

RECEIVED

Scanned	<input type="checkbox"/>	Input in PM # _____
	<input type="checkbox"/>	Emailed to (atty Int.) _____
Date:	_____	Time: _____
By:	_____	



# Existing Conditions Photos



Franklin Ave. facing future trail corridor to northwest.



Franklin Ave facing southeastern extent of trail. Franklin Ave crossing location.



Franklin Ave on-street ped/bike facilities.



Franklin Ave Bridge over I-94 – on-street ped/bike facilities.



27th Ave future mid-block crossing.



Student apartments along 27th Ave and proposed trail on right.





Looking to abandoned RR bridge from 27<sup>th</sup> Ave bridge crossing.



Looking to abandoned RR bridge from Franklin Ave bridge crossing.



Playground equipment at Luxton Park Recreation Center.



Luxton Park Community Garden along Arthur Ave SE.



Trails and open green space at Luxton Park.



Perimeter path at Luxton Park just east of proposed trail.





Pool at Luxton Park Recreation Center.



Bike Route at Franklin Ave SE. Continues north to Luxton Park.



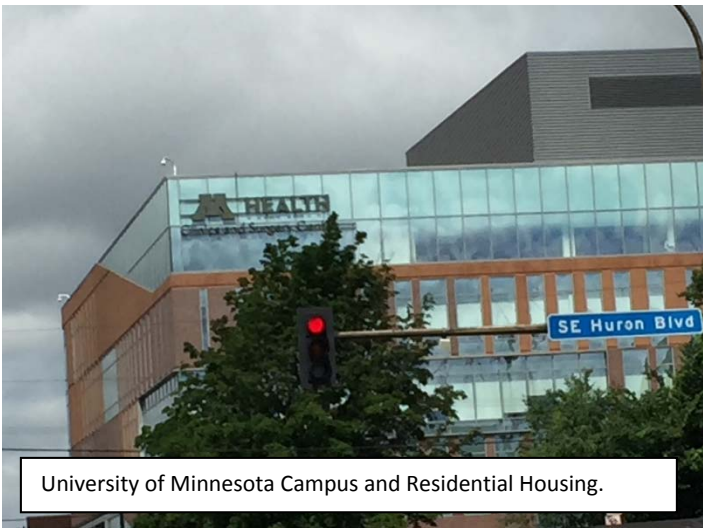
Gardens at Yale Ave SE and Thornton St SE. Trail in background.



View from trail of adjacent high density residential.



East River Parkway Trail southwest of the proposed trail.



University of Minnesota Campus and Residential Housing.



## Minnesota Department of Transportation

Metro District  
1500 West County Road B-2  
Roseville, MN 55111

July 8, 2016

Don Pflaum  
Transportation Engineer, Public Works  
City of Minneapolis  
Minneapolis, MN 55114

RE: Regional Solicitation Application for the Prospect Park Trail project

Dear Mr. Pflaum:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Prospect Park Trail project impacts MnDOT right of way on I-94.

MnDOT, as the agency with jurisdiction over I-94, would allow the improvements included in the application for Prospect Park Trail project. Details of any future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained; however, ped/bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as final design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding if needed.

Sincerely,

A handwritten signature in blue ink that reads "Scott R. McBride".

Scott McBride, P.E.  
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council  
John Griffith, MnDOT Metro District – West Area Manager  
Brian Isaacson, MnDOT Metro District – I-94 Project Manager

An Equal Opportunity Employer

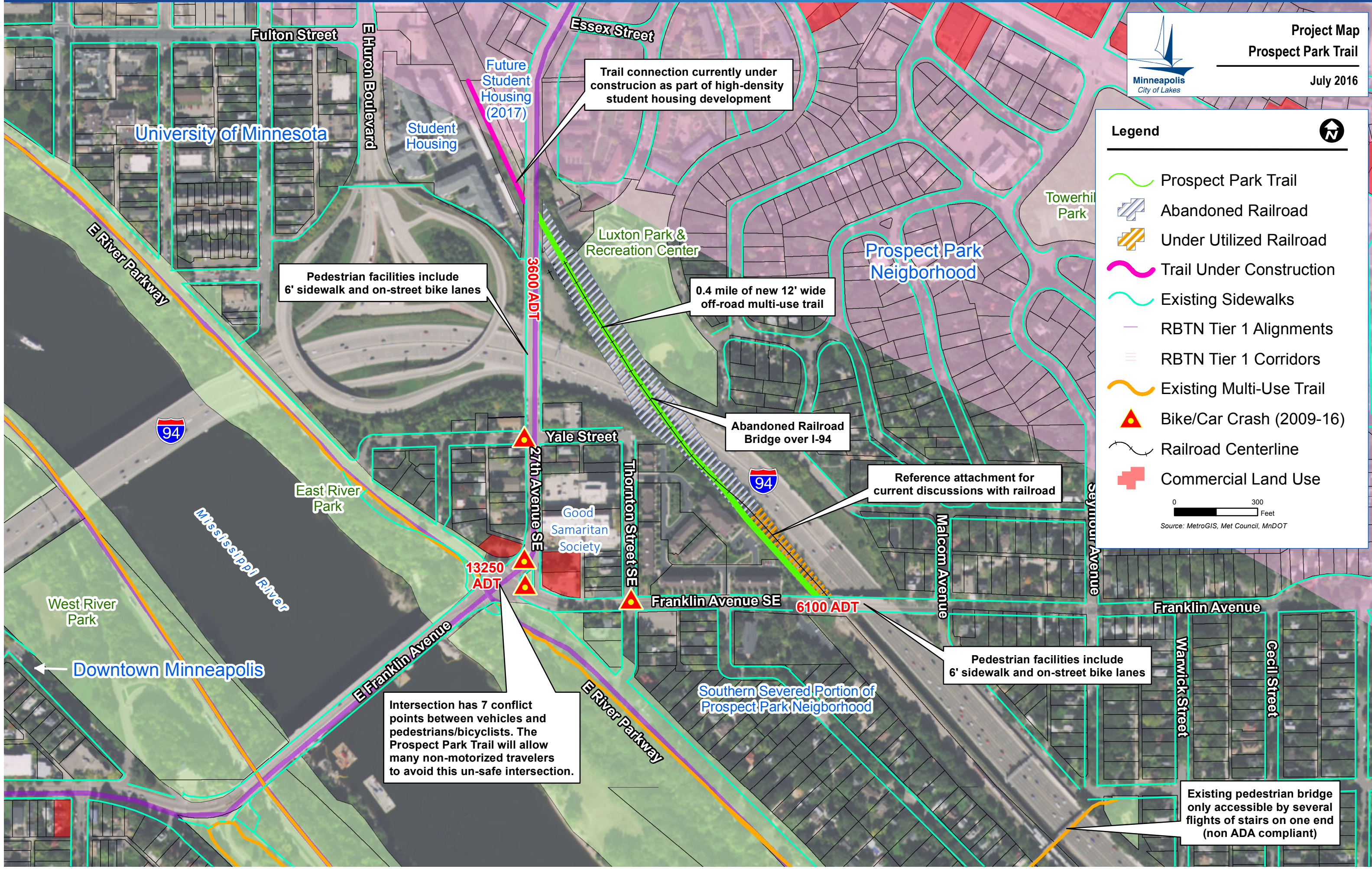






Legend

- Prospect Park Trail
  - Abandoned Railroad
  - Under Utilized Railroad
  - Trail Under Construction
  - Existing Sidewalks
  - RBTN Tier 1 Alignments
  - RBTN Tier 1 Corridors
  - Existing Multi-Use Trail
  - Bike/Car Crash (2009-16)
  - Railroad Centerline
  - Commercial Land Use
- 0 300 Feet  
Source: MetroGIS, Met Council, MnDOT







# BOLTON & MENK, INC.®

## Consulting Engineers & Surveyors

12224 Nicollet Avenue • Burnsville, MN 55337  
Phone (952) 890-0509 • Fax (952) 890-8065  
www.bolton-menk.com

**Date:** July 7, 2016

**To:** Regional Solicitation Grant Application Review Committee

**From:** Bruce D. Firkins, PE LS – Bolton & Menk

Jack Yuzna, PE – City of Minneapolis, Department of Public Works

**Subject:** Summary of Active Discussions with Canadian Pacific Railroad

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### Summary

Canadian Pacific filed notice of exemption to the Surface Transportation Board (STB) to abandon a section of its Soo Line Railroad Company (“East side spur”) track from near Essex Street SE to 100 feet south of I-94 and the exemption became effective on 10/14/2015. The City of Minneapolis filed a 9/23/15 petition to the STB “To Acquire or Use Right-of-Way of a Rail Line to Be Abandoned for Interim Trail Use and Rail Banking Pursuant to 16 USC 1247(b)” effective upon Council approval in October 2015. Pursuant to the City request and a filing by SHPO that abandonment would not affect listed or historic properties, the STB reopened the proceeding on 12/11/15 with a modified NITU for that portion of the rail line lying south of 27<sup>th</sup> Ave SE citing acknowledgment by Soo Line of willingness to negotiate with the City of Minneapolis for interim trail use/rail banking.

Discussions have proceeded between Canadian Pacific and the City pursuant to use of the abandoned segment of the Soo Line for interim trail use together with acquisition of additional Soo Line property for trail use between the south end of the 2015 abandonment and Franklin Ave. CP has advised the City that the property between Franklin and the 2015 abandonment is still active for use by a CP local partner, but is not currently occupied for active rail purposes in its entirety. Because of the uncertainty of the exact limits of ownership of the railroad through this corridor and the need to exactly determine how a trail would affect existing track clearance, CP and City have agreed that an accurate property survey of the area of interest should be completed as soon as practical to establish the amount of property involved, allow formal appraisal in anticipation of acquisition and allow more informed internal CP discussions on rail needs north of Franklin. Once the exact extent of property required for trail use is determined for the whole trail corridor, an appraisal can be performed as per applicable acquisition requirements. Additional proceedings before the STB, and associated costs, may also be required to cover added areas to be abandoned.